

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

## 1. Name of Property

historic name Eureka Locomotive

other names/site number \_\_\_\_\_

## 2. Location

street & number [REDACTED] ☒ not for publication

city or town [REDACTED] ☐ vicinity

state [REDACTED] code NV county Clark code 003 zip code 89130

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Ronald M. Jones SHPO  
Signature of certifying official/Title

12/6/94  
Date

State of Federal agency and bureau \_\_\_\_\_

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of commenting official/Title \_\_\_\_\_

Date \_\_\_\_\_

State or Federal agency and bureau \_\_\_\_\_

## 4. National Park Service Certification

I hereby certify that the property is:

☐ entered in the National Register.  
☐ See continuation sheet.

☐ determined eligible for the  
National Register  
☐ See continuation sheet.

☐ determined not eligible for the  
National Register.

☐ removed from the National  
Register.

☐ other, (explain:) \_\_\_\_\_

Signature of the Keeper \_\_\_\_\_

Date of Action \_\_\_\_\_

Eureka Locomotive  
Name of Property

Clark County NV  
County and State

### 5. Classification

**Ownership of Property**  
(Check as many boxes as apply)

- ☒ private  
☐ public-local  
☐ public-State  
☐ public-Federal

**Category of Property**  
(Check only one box)

- ☐ building(s)  
☐ district  
☐ site  
☒ structure  
☐ object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

| Contributing | Noncontributing |            |
|--------------|-----------------|------------|
| 0            | 0               | buildings  |
| 0            | 0               | sites      |
| 1            | 0               | structures |
| 0            | 0               | objects    |
| 1            | 0               | Total      |

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed  
in the National Register**

0

### 6. Function or Use

**Historic Functions**  
(Enter categories from instructions)

TRANSPORTATION/rail-related

**Current Functions**  
(Enter categories from instructions)

TRANSPORTATION/rail-related

### 7. Description

**Architectural Classification**  
(Enter categories from instructions)

OTHER: 4-4-0 locomotive

**Materials**  
(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other METAL: steel, brass  
WOOD

### Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☒ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

### Areas of Significance

(Enter categories from instructions)

#### TRANSPORTATION

~~ARCHITECTURE~~ ENGINEERING *per phone conversation w/ Paul Lusignan, NPS, 1/12/95*

### Period of Significance

1875-1896

### Significant Dates

1875

### Significant Person

(Complete if Criterion B is marked above)

### Cultural Affiliation

N/A

### Architect/Builder

Baldwin Locomotive Works

### Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

## 9. Major Bibliographical References

### Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

#### Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # \_\_\_\_\_
- ☐ recorded by Historic American Engineering Record # \_\_\_\_\_

#### Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository: \_\_\_\_\_

**10. Geographical Data**Acreage of Property less than one acre**UTM References**

(Place additional UTM references on a continuation sheet.)

|      |         |        |          |
|------|---------|--------|----------|
| 1    | 11      | 661050 | 40105000 |
| Zone | Easting | North  | ing      |
| 2    |         |        |          |

|      |         |       |     |
|------|---------|-------|-----|
| 3    |         |       |     |
| Zone | Easting | North | ing |
| 4    |         |       |     |

☐ See continuation sheet**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**name/title Harold Housley, Intern; Julie Nicoletta, Architectural Historianorganization State Historic Preservation Office date August 1994street & number 100 Stewart St. telephone (702) 687-7601city or town Carson City state NV zip code 89710**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets****Maps**

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative black and white photographs of the property.

**Additional Items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name [REDACTED]street & number [REDACTED] telephone [REDACTED]city or town [REDACTED] state [REDACTED] zip code [REDACTED]

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

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**National Register of Historic Places  
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*Eureka Locomotive*  
Clark County, NV

**Description**

The *Eureka* is a 3-foot gauge 4-4-0 "American" type steam locomotive built in 1875 by the Baldwin Locomotive Works of Philadelphia for the Eureka & Palisade Railroad. The designation "4-4-0," also named the "American" or "American Standard" type, refers to the wheel arrangement of the locomotive. There is a four-wheel lead truck under the front part of the locomotive to help guide it around curves. Behind the lead truck are the four drive wheels, which power the locomotive. On some types of locomotives there is a trailing truck behind the drivers, but the American type does not use this.

When introduced in the late 1830s the 4-4-0 was more powerful than the then-common 4-2-0. The lead truck guided the locomotive down the rough track, prevalent in that period, better than the 0-4-0 and 0-6-0 also in use at the time. By the early 1870s, when the 4-4-0 was given the "American Standard" name, it was by far the most common type of locomotive in use on American railroads. The origin of its other name, "eight-wheeler," is based on its total of eight wheels.

The wood-burning engine weighs 22 tons and has 42-inch drivers and 12-inch by 16-inch cylinders. The firebox is made of steel and has a length of 59 inches inside, a width of 22 inches, and a depth of 51 inches. The boiler is designed to operate at 120 pounds of pressure. The smokestack is cold-rolled steel riveted together.

The locomotive is highly decorated, typical of the 1870s. It is painted a striking "lake" color (sort of a deep red-maroon) with polished brass hand rails, flag holders, cylinder wrappers, and steam dome wrapper. The present blued steel boiler jacket simulates the original Russia iron jacket, and is held on with polished brass bands. The running boards along the boiler and the tender have round polished brass nosings. The locomotive running boards and the tender truck transoms are of red oak, now finished with natural varnish rather than paint as it was originally. There is gold leaf lettering with painted drop shadowing and trim on the tender and sand box, sunbursts on the drivers, and other decorations. The engine's cab is crafted of varnished natural finish American black walnut, with gold leaf trim and the name *Eureka* lettered in gold leaf with drop shadowing on each side in name panels below the windows.

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*Eureka Locomotive*  
Clark County, NV

**Description (continued)**

The *Eureka* retains its original 1875 boiler and tender. Original boiler tubes and tube sheets were replaced regularly by the railroads in the normal course of service, and were replaced once again in the restoration. In the process of converting the engine back to the original wood fuel from the later oil fuel, a new firebox door, grates, ash tray with dampers, and a Radley-Hunter smokestack with spark arrester were fabricated according to original specifications. Other replacement parts include the pilot and kerosene lamp. New wood lagging (insulation) was placed on the boiler and covered by the blued steel jacket. The walnut cab and wooden running boards were rebuilt as well. Despite these changes, the *Eureka* possesses a high degree of historic integrity. It is the oldest and most original surviving example of the Baldwin locomotive class 8/18C, built to drawing No. 4 in that class.

**Statement of Significance**

The *Eureka* locomotive, manufactured in 1875, is significant under Criterion A, Consideration B, as the oldest existing locomotive of the Eureka & Palisade Railroad, a central Nevada line built to transport passengers as well as silver and lead from the mines at Eureka to the Central Pacific line at Palisade. Furthermore, the *Eureka* is significant under Criterion C as one of the few remaining 4-4-0 locomotives. It is the only operational locomotive of the three remaining Baldwin Class 8/18C, drawing No. 4, engines in the United States; the other two locomotives are stored in museums while the *Eureka* is run occasionally on various short lines. The *Eureka* is the oldest of the three and also retains the highest degree of integrity, having its original boiler and tender.

**Historical background and significance: Criterion A**

The 4-4-0 locomotive, known as the "eight-wheeler," was so prevalent on United States railroads in the mid and late nineteenth century that it was known as the "American." Its use was widespread on standard-gauge lines, where the rails are spaced four feet eight and one-half inches apart, and narrow-gauge lines, most commonly with rails spaced three feet apart.

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*Eureka Locomotive*  
Clark County, NV

## Statement of Significance (continued)

Railroads such as the Central Pacific, the Southern Pacific, and the Virginia and Truckee used the 4-4-0 on their tracks. The 4-4-0 was ideally suited for the rough track and sharp curves common on North American railroads in the nineteenth century, especially in the American West. The two locomotives that met on May 10, 1869, at Promontory, Utah, to complete the transcontinental railroad were 4-4-0 engines--the Central Pacific *Jupiter* and the Union Pacific No. 119.

The most common nineteenth-century locomotives consisted only of a small boiler and two cylinders driving four wheels. These 0-4-0 engines had limited pulling power, and lacked a lead truck and flexible suspension system. As a result, stalls and derailments were common occurrences. The 4-2-0 type, developed in the mid-1830s, offered improved operation due to the four-wheeled truck supporting the front end through a pivot point, the two larger driving wheels in the rear. This combination provided three-point suspension, keeping the drivers in constant contact on the rough track. With half of the engine's weight resting on the unpowered lead truck, however, the traction of the driving wheels was reduced, increasing the chance of slipping on moderate or high grades.

The 4-4-0 represented a significant technological improvement when it was developed in the late 1830s. Like the 4-2-0, it utilized a three-point suspension system, with an equalizing lever pivoting off the frame and spanning between the bearings of the two drivers on each side. With four drivers carrying two-thirds of the engine's weight, the 4-4-0 overcame the various disadvantages of the other configurations and proved to be an extremely stable and flexible engine. It could stay on the worst track. With most of its weight on the drivers, it had excellent climbing ability.<sup>1</sup>

Baldwin and other locomotive builders manufactured over 24,000 4-4-0 types from 1840 to 1900. Throughout most of the nineteenth century, the 4-4-0 was the most popular engine for

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<sup>1</sup> Doug Diemer, The 1875 Baldwin 4-4-0, (Carson City: Nevada State Railroad Museum, 1994), n.p.

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**Eureka Locomotive  
Clark County, NV**

**Statement of Significance (continued)**

transporting both passenger and freight trains across the United States. As the larger railroads began improving their track and operating longer, heavier trains on faster schedules, the stability of the 4-4-0 became less important than the superior pulling power of the 2-6-0, 4-6-0, and 2-8-0 types. By 1900 many railroads were replacing their 4-4-0 engines with these more powerful locomotives.<sup>2</sup>

The importance of railroads for passenger transportation diminished dramatically following the development of federally-funded highways beginning in 1916, when car and bus transportation became more prevalent. Freight transportation on railroads also declined, though less so than passenger transportation, as trucks became the preferred method for moving freight in the 1910s and 1920s.<sup>3</sup> The heyday of railroad construction and transportation corresponded with the dominance of the 4-4-0 locomotive. This engine played an important role in the transportation of people and freight throughout most of the nineteenth century.

The development of railroads in Nevada coincided with eras of mining prosperity in the state. The majority of railroad construction in Nevada occurred during two periods--from 1868 to 1883 and from 1903 to 1912.<sup>4</sup> The first major strike of silver-lead in the United States occurred in 1864 in the central Nevada mining district of Eureka. Initially the discovery generated little excitement because of the large quantities of lead present along with the silver. But the establishment of a smelting operation in 1869 ushered in a fifteen-year period of prosperity. Throughout the 1870s the mines at Eureka produced \$2-5 million

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<sup>2</sup> Ibid., n.p.

<sup>3</sup> Richard D. Adkins, Steel Rails, Desert Vistas: Nevada Railroad Resources, (Carson City: Division of Historic Preservation and Archeology, 1992), 7.

<sup>4</sup> David F. Myrick, Railroads of Nevada and Eastern California: Volume One--The Northern Roads, (Berkeley, Cal.: Howell-North Books, 1962), vi.



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**Eureka Locomotive  
Clark County, NV**

**Statement of Significance (continued)**

in gold and silver, making Eureka the most productive mineral district outside the Comstock.<sup>5</sup>

The productivity of the mines in the Eureka district created a need for transportation. Upon the completion of its final transcontinental segment in 1869, the Central Pacific Railroad became a link in the major east-west artery for the nation. However, the line bypassed Eureka in favor of a route through flatter terrain to the north. In order to connect outlying mining towns like Eureka to the Central Pacific, smaller companies built short feeder lines.<sup>6</sup> One of these lines was the Eureka & Palisade Railroad, an 84-mile narrow-gauge line.

A group of stage operators and hotel owners formed the Eureka & Palisade Railroad in 1873, but shortly after construction was started in 1874, control passed to a group associated with the Bank of California, well known for their control of the Virginia and Truckee Railroad. Construction on the line started south from Palisade on the Central Pacific, and in October 1875 the first locomotive arrived in Eureka. The line prospered as long as the mining boom lasted. In 1880 the railroad transported nearly 37,000 tons of freight, and reported a total profit of over \$248,000. When the bonanza ore bodies were exhausted in 1885, the fortunes of the Eureka & Palisade declined. Two major smelting operations closed down in 1890 and 1891. The Eureka & Palisade went bankrupt in 1900.<sup>7</sup> A new group of owners reorganized the company, changing the name to the Eureka & Palisade Railway, which served the mines that were booming again by 1905. A flood in 1910 caused \$150,000 worth of damage, an amount the owners of the small line were unwilling to invest. The line again changed

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<sup>5</sup> Russell R. Elliot, History of Nevada, 2nd ed., rev. (Lincoln: University of Nebraska Press, 1987), 105-7.

<sup>6</sup> James W. Hulse, The Silver State: Nevada's Heritage Reinterpreted, (Reno: University of Nevada Press, 1991), 126.

<sup>7</sup> Myrick, Railroads of Nevada and Eastern California, Volume One, 99-100.

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*Eureka Locomotive*  
Clark County, NV

**Statement of Significance (continued)**

owners and names, becoming known as the Eureka-Nevada Railway Company in 1912. The line was somewhat profitable between 1915 and 1927, but improvements in highway transportation signaled the end of the Eureka-Nevada Railway Company, which ceased operation in 1938.

Eureka & Palisade locomotive No. 4, named *Eureka*, was purchased during the initial mining boom in the Eureka district. Constructed by the well-known Baldwin Locomotive Works of Philadelphia in 1875, the engine served on the Eureka & Palisade until 1896. In that year the *Eureka* was sold to the Sierra Nevada Wood and Lumber Company, which originally operated around the north shore of Lake Tahoe. By the time the Sierra Nevada Wood and Lumber Company acquired the *Eureka*, the forests around Lake Tahoe had been nearly logged out, so the company had moved its operations to the Truckee River area of Hobart, near Truckee, California. The Sierra Nevada Wood and Lumber Company brought two small narrow-gauge locomotives from its Lake Tahoe operation, and built a narrow-gauge line from the saw mill at Hobart into the woods. A standard-gauge line was constructed from the mill to a connection with the Central Pacific at Truckee.<sup>8</sup> The *Eureka* became Sierra Nevada Wood and Lumber Company locomotive No. 5. In later years it was converted from wood to oil fuel. In 1917 the company was transferred to the Hobart Estate Company and continued operations until 1938, by which time the forests in the Truckee River region had been heavily depleted. The company went out of business, and Hyman-Michaels, a San Francisco scrap dealer, purchased the *Eureka* locomotive.

The *Eureka* was about to be cut up for scrap when Warner Brothers acquired it in 1939 and used it in motion pictures. It first appeared in the 1940 movie Torrid Zone as well as subsequent features including Cheyenne Autumn, Finian's Rainbow, and The Great Train Robbery. Its final appearance came in 1976 in The Shootist, where it appeared as a Virginia and Truckee locomotive.

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<sup>8</sup> Ibid., 439.

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*Eureka Locomotive*  
Clark County, NV

**Statement of Significance (continued)**

In the late 1970s Warner Brothers sold the *Eureka* to a Henderson, Nevada, amusement park called Old Vegas. In 1978 the California State Railroad Museum used the *Eureka* as a source of original Baldwin paint information while restoring a similar narrow-gauge 4-4-0. Original paint still on the locomotive was uncovered and color matched, and the decorative patterns were traced. A burning building collapsed onto the *Eureka*, In 1985, badly damaging it. The following year, Las Vegas attorney Daniel Markoff purchased the *Eureka*. Using original Baldwin drawings and records, and the paint information from the California State Railroad Museum, Markoff and his friends restored the *Eureka* to its appearance as a Eureka & Palisade locomotive. They converted it back to a wood burner, rebuilt the cab and the pilot, and refurbished the boiler to operating condition. They also restored the gold leaf lettering and decorative work.

The newly restored engine made its debut at the California State Railroad Museum's Railfair in Sacramento in May 1991. Since then the *Eureka* has made appearances in Eureka and at the Clark County, (Nevada) Museum's Railroad and Transportation Days in October 1992. In May 1993 Markoff and others conducted a two-day, 130-mile trip on U.S. Gypsum's narrow-gauge line at Plaster City, California. The *Eureka* is currently housed in a specially built enginehouse on Markoff's property in Las Vegas.

The *Eureka* is significant as the oldest surviving locomotive from the Eureka & Palisade Railroad. Railroads in Nevada played an important part in settlement, mining, and community development, and in the creation of markets outside the state.<sup>9</sup> The Central Pacific, the Virginia and Truckee, the Nevada-California-Oregon, the Carson and Colorado, the Nevada Central, and the Eureka & Palisade were the most important railroad lines in nineteenth-century Nevada.

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<sup>9</sup> Phillip I. Earl, "Railroads of Nevada," in Nevada Comprehensive Preservation Plan, Richard A. Bernstein and Ronald M. James, eds., 2nd ed., (Carson City: Division of Historic Preservation and Archeology, 1991), 3.

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*Eureka Locomotive*  
Clark County, NV

## Statement of Significance (continued)

Rare example of a 4-4-0 steam locomotive: Criterion C

The *Eureka* is also significant as one of the few remaining 4-4-0 narrow-gauge locomotives in existence. By 1900 most narrow-gauge railroad companies had stopped purchasing 4-4-0 engines in favor of larger and stronger locomotives, a pattern also present with standard-gauge companies. The *Eureka* is the oldest of the three remaining Baldwin 8/18C class locomotives in the United States, and is also believed to be older than the two similar Baldwin locomotives that also survive in Brazil. Of the five, the *Eureka* is the only one that is operational. The other Baldwin narrow-gauge 4-4-0 engines are all on static display. The California State Railroad Museum in Sacramento has the 1876 North Pacific Coast Railroad *Sonoma*, while the Smithsonian has the 1876 Santa Cruz Railroad *Jupiter*, housed in the Institution's Arts and Industries Building in Washington, D.C. The two Brazilian locomotives are similarly preserved, although not with the same degree of restoration as the United States engines. One was built in 1878, while the date of the other is unknown at present. Of the three United States engines, the *Eureka* is the only one that retains its original boiler and tender. Both the *Sonoma* and the *Jupiter* have had theirs replaced over the years. As a rare example of the 4-4-0 American locomotive, which is strongly identified with the settlement of the West and the heyday of railroad transportation, the *Eureka* should be listed on the National Register.

## Bibliography

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